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JAMES KIDD
FIRST PRESIDENT.

Officers

THE ALBANY RAILWAY.

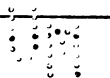
HISTORY

From Date of its Organization.

Compiled by

JAMES H. MANNING.

By-Laws, Directors and Officers.



Press of the
Weed-Parsons Printing Co.
1897.

Entered, according to act of Congress, in the year eighteen
hundred and ninety-seven,

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THIRTY-FOUR YEARS.

PRIOR to 1836 there were no public conveyances for the transportation of Albany's citizens about the streets. In that year one Josiah Webster, with commendable enterprise, undertook the running of a stage line on Broadway. This proved a failure, and was soon abandoned. The old Watervliet Turnpike Co., more recently known as the Watervliet Turnpike and Railroad Co., which had long been an institution of the city and county, on September 3, 1863, decided to lay tracks and operate a horse railway along its turnpike route from South Ferry street, Albany, to the northern boundary of the village of West Troy, practically the line of the railway as it exists to-day.

Fourteen days later, September 17, 1863, in the Mayor's office at the City Hall, the directors, of The Albany Railway, a corporation that was in


another twenty-six years to absorb its predecessor, held their first meeting. There were present Eli Perry, John K. Porter, George Dawson, John Tracey, Hugh J. Hastings, Gilbert C. Davidson, Henry Crandell, Michael Delehanty, Theodore Amsdell, Cornelius W. Armstrong, Calvert Comstock and Thomas Kearney. The only absentee, James Kidd, was elected President, and George Dawson, Vice-President. At a subsequent meeting, September 23, 1863, the by-laws were adopted. L. D. Holstein was elected Secretary, and Cornelius W. Armstrong, Treasurer. Contract specifications were at once prepared for laying about three and one-half miles of track from Broadway, through State street to Congress Hall, and from Broadway, through Steuben street and North Pearl street and along North and South Pearl streets. October 16, 1863, the contract for laying tracks was awarded to James Brady, John Phelan and W. H. Phelan, at \$8,500 per mile of single track. This firm failed, however, to furnish satisfactory security, and the contract was, at a later date, given to N. H. Decker, at \$9,500 per mile. It had been decided by this time to

construct a track from Clinton avenue to the south bounds of the city on Pearl street, and up State street from the Exchange to the Capitol.

The original shareholders were Peter Cagger, Lucie R. Cassidy, James Kidd, Eli Perry, John K. Porter, George Dawson, John Tracey, Hugh J. Hastings, Gilbert C. Davidson, Henry Crandell, Michael Delehanty, C. W. Armstrong, Thomas Kearney, Calvert Comstock, Amsdell Brothers, Frances L. Cassidy, L. D. Holstein, John McB. Davidson, Abraham Van Vechten, Lemuel M. Rogers, Thomas McCarty, James I. Johnson, Joseph H. Bullock, Martin V. B. Winne, Ira Shafer, Charles E. Bleecker, John R. McCollom, James Quinn, Edward Mulcahy, Francis N. Sill, Alanson A. Sumner, Robert Harper, Joseph T. Rice, Henry Lansing, William G. Weed, John J. Olcott, J. Howard King, Bernard Reynolds, James C. Nolan, Richard Barhydt, Thomas Cowell, George W. Luther, John J. Gallup, William S. Paddock, Harriet A. Weed, Hiram Perry, Edward Leslie, Thomas Farrell, D. S. Wood, Edward S. Jones, James B. Sanders, Thomas Gegan and Philip Ten Eyck.

WHEN THE FIRST CAR RAN.

According to one authority, cars began running on the Broadway tracks of the Watervliet Turnpike and Railroad Co., as early as June 22, 1863. According to another, the auspicious advent of the street-car horse was July 4th, 1863. The Albany Railway's cars were first run February 22, 1864. Little or nothing of special interest occurred from 1864 to 1872. However, the business of the company was increasing all the time, and the public wanted more tracks put down. At a special meeting of the directors, February 25, 1873, it was resolved to build a branch road from the corner of Washington avenue and Lark street through Lark street to State street, up State street to Knox street, and across Knox street to join tracks on Central avenue. At another special meeting, held April 5, 1873, a resolution was adopted appropriating \$20,000 for the purpose of building a line from North Pearl street, up Clinton avenue to Snipe street, now Lexington avenue, and over Snipe street, to connect with the Central avenue tracks. On June



4th of this same year it was decided to build another branch over Snipe street and Washington avenue to Washington Park. April 26, 1875, it was decided to abandon the Lark street and State street branch, and the tracks were ordered taken up. May 10th of this year the contract for building the Hamilton street line was let. The route selected was as follows: South Pearl street to Beaver, to Grand, to Plain, to Philip, to Hamilton, to Lark, to Madison avenue, to Allen street. July 3, 1875, cars began running on this line.

May 24, 1875, the contract for building a new stable on Central avenue was awarded. In October, 1877, the Madison avenue tracks were extended to Quail street. March 24, 1879, four "bob-tail" cars, as they were styled, were put on the Pearl street line. The 28th day of March, 1879, the Central avenue stables were burned. Property was purchased on Central avenue, Bradford and Quail streets, upon which there was erected a large brick stable and car house. This, although regarded as adequate, soon proved too small, and property on Quail street,

running from Bradford to West street, was bought, on which there was built a car house and stable 200 by 116 feet, and three stories high. This was completed January 10, 1887.

May, 1880, the Lexington avenue branch from Central avenue to the Park was abandoned, and double tracks were ordered placed on the State street line from Lark street to the Central avenue stables. In November, 1885, the tracks across Lark street from Washington avenue to Hamilton street were laid.

The year 1886 remains memorable, as the directors of The Albany Railway passed a resolution establishing a five-cent fare on the North and South Pearl street lines. It was made operative from January 1, 1887, and though the railway coffers lost considerable money for the first month's trial, it was not changed, and to-day a citizen can ride around the city on an electric car for a nickel.

FROM HORSES TO ELECTRICITY.

Probably the most important year in the history of railway lines in Albany was the year

1889, when electricity was first used by The Albany Railway.

The Watervliet Turnpike and Railroad Company, leased on March 1, 1892, by The Albany Railway for a term of 999 years, had been using electricity, but its cars were operated on the level. It had never been demonstrated in Albany that an electric car could climb a hill or ascend an eight per cent grade such as that of State street. In connection with the adoption of electricity by The Albany Railway considerable might be said, for the directors of the company had come to a realizing sense that something must be done quickly to improve the street car service. The people had grown tired of horse cars, and were urgent in requests, which finally became demands, for rapid transit and mechanical traction. The cable systems of Chicago and San Francisco were examined with great care, but it was evident that in a city of only about one hundred thousand inhabitants a street railway operated by cable could not be made a financial success.

At this time, electricity had been in use on only a few railways in the country, and its use

was regarded as experimental. However, it was decided to adopt electricity. The day on which the trial was made will long be remembered. At the intersection of State street and Broadway hundreds of people had gathered. One car, crowded to its utmost capacity, was started and moved slowly up the hill. At Pearl street it lost power and ran back a few feet, and the hearts of the advocates of electricity were not as light as they were a few minutes before. But the car regained its power, ascended the hill, and rounded into Eagle street. The trial was a success. That was the beginning of the electric service in old Albany. The most striking illustration of the growth of street car travel in our city is the comparison of the number of passengers carried during the last year of the horse railway, and the number carried on the electric railway for the year ending June 30, 1896. For 1889 the number was 4,047,473. For 1896 the number was 9,511,556.

TRANSPORTATION OF FREIGHT.

The electric express plant was perfected and began operations on September 1, 1894. It was one of the first lines of its kind in the country, and the first in the Eastern States, and the success it has met with should certainly dispel all doubts in the minds of the directors of companies in other cities who are uncertain as to the practicability of the idea. A driver and a messenger are in charge of each car. All kinds of freight are carried, and special provision is made when the freight is of a destructible and perishable character. The express cars run on a time schedule that interferes in no way or manner with the regular passenger service. There are fifteen men employed in the express department. Cars are operated from Albany and Troy each hour, one leaving each place. The service has given the greatest satisfaction, and a merchant who has, for instance, one thousand or fifteen thousand pounds of freight to deliver in Troy, can have it transported in half an hour, which indeed means rapid transit.

The Broadway property of the company has undergone many improvements within a few years. In 1896 there was built a new car house and an emergency stable. The old car house was not large enough to accommodate the many additional cars purchased by the company, and an emergency stable was also badly needed.

The frontage of the new car house is seventy-five feet, and it extends two hundred feet to the rear. The stable is thirty by two hundred feet, and here is where the emergency and tower wagons are stationed with swinging harness ready to fall upon the horses' backs when a call comes in. The fronts of both buildings are of pressed brick and Indiana sand stone.

March 14, 1896, the stockholders unanimously decided to increase the capital stock of the company from \$1,500,000 to \$2,000,000 for the purpose of extending lines, the purchase of new equipment, etc.

ALWAYS ENTERPRISING.

The Albany Railway is keeping up its march towards perfection, and every stride gives to

Albanians increased advantages and better service. The company has been liberal in its expenditures, stopping at no amount that would tend towards its efficiency, and thus benefit its patrons.

On the 12th of November, 1895, the most serious accident in the history of The Albany Railway occurred. On that day, about four o'clock in the afternoon, a large fly-wheel attached to a 500-horse-power Cooper-Corliss engine burst. The bursting of the fly-wheel was due to acceleration of speed of the engine, but what caused the acceleration of speed has never been determined. At the time of the accident the company was engaged in placing in position a large 1000-horse-power engine, with generator of the same capacity directly coupled. The disabling of the 500-horse-power engine left only one 500-horse-power engine and three 250-horse-power engines for use, and as the company was then operating cars which required power equal to all the engines and generators, it had no reserve. Minor accidents happened from time to time to the smaller engines, and the company, in order to keep its

cars running, borrowed a generator from the Westinghouse Company and connected it with an engine in the Albany Illuminating Company's works, and in this way tided over many difficulties. The work on the large engine and generator was proceeded with night and day after the bursting of the fly-wheel, and on the 27th of February, 1896, power was sent out on the line from the large generator. The service of this engine and generator was so satisfactory that the company concluded to order a duplicate, and the contract was entered into with Knowlson & Kelley, of Troy, to build an engine of the same capacity as the Allis-Corliss engine, and with the Walker Company, of Cleveland, to duplicate the generator. The increase in the engine capacity called for increase in the boiler capacity, and three new boilers were placed in position, giving additional boiler capacity of 1500-horse-power. To insure perfect combustion, a steel stack lined with brick, 210 feet high and about 10 feet in diameter, was erected, and the power-house of The Albany Railway is now a model one from a mechanical point of view.

DIRECTORS

Of The Albany Railway from the date of the Incorporation
of the Company to the present time, with
their respective terms of office.

James Kidd,	Elected Sept. 12, 1863,	Resigned Sept. 5, 1877
Eli Perry,	" " "	July 1, 1875
John K. Porter,	" " "	Oct. 8, 1868
George Dawson,	" " "	Oct. 8, 1866
John Tracey,	" " "	Died July 12, 1875
Hugh J. Hastings,	" " "	Resigned Oct. 10, 1870
Gilbert C. Davidson,	" " "	Sept. 11, 1865
Henry Crandell,	" " "	Oct. 9, 1876
Michael Delehanty,	" " "	Dec. 2, 1889
Theodore Amsdell,	" " "	Oct. 11, 1875
Cornelius W. Armstrong,	" " "	Oct. 14, 1878
Thomas Kearney,	" " "	April 2, 1879
Calvert Comstock,	" " "	Feb. 25, 1873
Paul Cushman,	Sept. 11, 1865,	Oct. 11, 1875
Abra'm Van Vechten,	" " "	Aug. 17, 1889
John Kennedy, Jr.,	Oct. 8, 1866,	Oct. 13, 1873
Joseph T. Rice,	Oct. 10, 1870,	Aug. 9, 1888
Daniel Manning,	Feb. 25, 1873,	Oct. 12, 1884
A. Bleecker Banks,	Oct. 13, 1873.	
Delavan Peck,	Oct. 13, 1873,	April 2, 1879
Robt. C. Pruyn,	Oct. 11, 1875.	
Simon W. Rosendale,	Oct. 11, 1875.	
Philip Ten Eyck,	Oct. 11, 1875,	Oct. 10, 1887
John W. McNamara,	Oct. 9, 1876.	
Sartell Prentice,	Sept. 5, 1877,	July 2, 1879

Thomas J. Cowell,	Elected Oct. 14, 1878,	Resigned Dec. 2, 1889
Isaac Waldman,	" April 2, 1879,	" Dec. 2, 1889
Wm. H. Johnson,	" April 2, 1879,	" Dec. 2, 1889
Wm. P. Prentice,	" Oct. 11, 1880,	" Oct. 8, 1888
James H. Manning,	" Oct. 12, 1884,	
John D. Parsons, Jr.,	" Oct. 10, 1887,	" Oct. 8, 1888
Wm. McEwan,	" Sept. 13, 1888,	
Anthony N. Brady,	" Oct. 8, 1888,	
Ledyard Cogswell,	" Oct. 8, 1888,	" Dec. 2, 1889
James McCredie,	" Aug. 17, 1889,	
James Rooney,	" Dec. 2, 1889,	
Andrew S. Draper,	" Dec. 2, 1889,	" Oct. 1, 1884
J. Irving Wendell,	" Dec. 2, 1889,	
John G. Myers,	" Dec. 2, 1889,	
Elinathan Sweet,	" July 10, 1890,	
Edgar Cotrell,	" Dec. 2, 1889, Died	April 15, 1890
C. N. Flack,	" Oct. 8, 1894,	

1890.

1889.



CARS OF THE

Authorized Issues of Capital Stock.

Capital stock, as per charter.....	\$100,000 00
July 25, 1869	30,000 00
	<hr/>
	\$130,000 00
January 4, 1873.....	70,000 00
	<hr/>
	\$200,000 00
September 13, 1886	75,000 00
	<hr/>
	\$275,000 00
October 31, 1889	475,000 00
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	\$750,000 00
June 29, 1892.....	500,000 00
	<hr/>
	\$1,250,000 00
July 7, 1893	250,000 00
	<hr/>
	\$1,500,000 00
March 14, 1896.....	500,000 00
	<hr/>
	<u>\$2,000,000 00</u>

As of April 1, 1897.

Cost of road.....	\$1,092,893 04
Cost of equipment.....	1,115,056 67
Capital stock, authorized.....	2,000,000 00
Capital stock issued.....	1,750,000 00
Funded debt	630,000 00
Total length of owned and leased lines	18 miles.
The latter being those of the Watervliet Turn- pike and Railroad Co.	
Number of motor cars.....	113
Passengers carried, fiscal year.....	<u>9,511,556</u>

BELT LINES.

A. Hamilton St., Lark St., Madison Avenue, Quail St., Clinton Avenue, Pearl St., Beaver St., Grand St., Plain St., and Philip St.

B. State St., Quail St., Clinton Avenue and Broadway.

GENERAL OFFICES.

Broadway, corner of State Street, Albany, N. Y.

FREIGHT OFFICES.

State St., corner of Dean St., Albany, N. Y.

River St., corner of Congress St., Troy, N. Y.

POWER HOUSE.

South Pearl and Gansevoort Sts., Albany, N. Y.

CAR HOUSES AND SHOPS.

Broadway and Erie St., North Albany, N. Y.

Quail and West Sts., Albany, N. Y.

....BY-LAWS....



DIRECTORS.

Section 1. The property and business of The Albany Railway shall, except when otherwise especially provided, be managed and controlled by a Board of thirteen Directors, elected annually from the Shareholders in the Company. The Directors shall hold their offices until others are elected in their place, and they shall have power to fill vacancies in their body from the Shareholders, at any meeting of the Board subsequent to that at which the existence of any vacancy shall be made known. The vote of a majority of the number of Directors shall be requisite to elect a Director.

MEETINGS.

Section 2. The fiscal year of the Company shall end on the thirtieth day of June in each year. There shall be an annual meeting of the Shareholders, for the election of Directors and three Inspectors of Election, at the office of the Company, or at some other suitable place in the city of

Albany, to be designated in the notice herein required, on the second Monday of October, in each year. Notice of the time and place of such meeting shall be published for ten days next preceding the election, in two newspapers of the city of Albany, by the Secretary of the Company. At such election three Inspectors shall be elected for the next annual election, and the Directors and Inspectors shall be balloted for separately, and those shall be declared duly elected who, on the affidavit of the presiding Inspectors, have received a majority of the shares represented and voted upon at the ballot for each Director and Inspector.

The regular meetings of the Board of Directors shall be held monthly on the second Thursday of each month. Special meetings may be called by the President, at his discretion, and shall also be called by him under written request of three Directors. All regular and special meetings shall be called by a written or printed notice to each Director. Special meetings of the Shareholders shall be called by the President at written request of Shareholders representing not less than five hundred shares of stock; and the business for which the same was called shall be mentioned in the Secretary's notice.

All questions shall be decided by a vote of a majority of the Directors present, unless otherwise herein provided—six of the Directors constituting a quorum for business; and the yeas and nays shall be taken and recorded on the demand of one Director.

EXECUTIVE COMMITTEE.

Section 3. There shall be an Executive Committee annually appointed, to consist of the President, Vice-President, and three Directors, selected by the President, who shall also have power to fill vacancies in said committee. The committee may fix periods for stated meetings, and may be called together by any member thereof for special business.

The Executive Committee may appoint one or more superintendents, and a cashier and a bookkeeper, and such other clerk or clerks as may be necessary, and prescribe their duties; shall fix the salaries and compensation of the same, subject to the ratification of the Board; shall make all negotiations, contracts and agreements for lands, equipment and other property and purposes pertaining to the Railway and its appurtenances, under the general direction of the Board.

Three members of the Committee may constitute a quorum at any stated or special meeting, of which notice shall have been duly given to all, but such meeting shall not have power to bind the Company in any contract or obligation without the concurrent vote of three members of the Committee present.

It shall also be the duty of this Committee to audit all accounts and examine all vouchers for receipts and expenditures of the Railway.

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The Committee shall also make all requisite provision for the issue and regulation of the stock or bonds of the Company, as ordered by the Board of Directors from time to time.

This Committee shall also at the monthly meetings of the Company, report the financial and business condition of the Railway, as to its monthly receipts and expenditures for the previous month; and at each annual meeting shall make an annual report of the same, and to this end shall require from the several officers of the Railway, special reports of their particular departments.

The minutes of the Executive Committee shall be read at the regular meetings of the Board of Directors.

OFFICERS.

Section 4. The regular officers of the Company shall be a President, Vice-President, Secretary, Treasurer and General Manager. These officers shall be elected annually at the first meeting of the Board of Directors subsequent to the annual election, and shall hold office until others are elected in their place, save in case of removal.

Vacancies in office may be filled by election at any meeting of the Board. All such elections shall be by ballot, and a majority of the whole Board, for the time being, shall be necessary to a choice.

SALARIES.

Section 5. The salaries and compensation of all the officers elected or appointed by the Directors, shall be fixed by the Board annually by resolution, and at the time of such election or appointment, and such salaries shall be at all times under the control of the Board, and may be changed at any meeting, and the compensation of all employes of the Company may be at any time regulated by the Board.

DUTIES OF OFFICERS.

Section 6. The President shall have a general supervision of the affairs of the Company. He shall preside at all meetings of the Board at which he may be present; he shall execute on behalf of the Company, all deeds, contracts and other legal documents.

If the President is absent, or unable to act, the Vice-President shall preside at the meetings of the Board and discharge all other duties of the President.

The Secretary shall attend the meetings of the Board, shall keep full and perfect minutes of the proceedings, votes taken and resolutions adopted, shall keep the books and records of the Board and of the Executive Committee, shall give written or printed notices to all the Directors of the time and place of regular and special meetings, and discharge all other duties usually pertaining to his office.

The Treasurer shall receive all moneys belonging to the Company, and deposit the same daily in some bank or banks selected by him and approved by the Executive Committee, to the credit of the Company. He shall cause to be kept true and accurate books of account and vouchers of all moneys received and disbursed, in such manner as may be required by the State Railroad Commissioners, and of all warrants and certificates received and issued, and other financial transactions, in a systematic manner; which books shall be the property of the Company and be delivered, together with all papers and accounts and vouchers, to his successor when appointed. He shall make monthly and annual statements of the financial condition of the Company as to all items of receipt and disbursement, and shall furnish from time to time, such statements and accounts as shall be required for the information of the Executive Committee or Board or Stockholders at any meeting of the same. He shall execute a bond to the Company, with two or more acceptable sureties, for the faithful performance of his duties, in the penal sum of \$5,000, and the Cashier and Bookkeeper shall each give a bond in the penal sum of \$2,000, with like sureties.

The General Manager, under the direction of the Executive Committee, shall have the charge and supervision of the equipment and operation of The Albany Railway, as to its subordinate employees and property; he shall appoint all such employees, and may discharge any employe for cause.

He shall make all regulations for the care and government of the property of the Company and government of its employes; he shall personally attend to all purchases and payments in his department, allowing no subordinate to incur debts for the Company, and shall certify the correctness of all accounts; he shall make monthly reports of all transactions in his department to the President, and prepare and report all pay-rolls, accounts and warrants for settlement; he shall examine into and report all losses and accidents at the time of their occurrence, with a statement of the causes and remedies; he shall keep accurate records, time-books and accounts of the force under his charge in a systematic manner, including monthly invoices of stock on hand and memoranda of all official transactions for reference and transmission to a successor; he shall make monthly, quarterly and annual reports of his department, as required by the Executive Committee, and shall perform such other duties as may be, from time to time, directed by the President, Executive Committee or Board.

PAYMENTS.

Section 7. No bill, account or claim against the Railway shall be paid until the same has been audited and ordered paid by the Executive Committee, except that the weekly pay-rolls shall be paid on the certificate of the General Manager; and that claims for damages to person or property not exceeding Fifty Dollars, in any one case, may be paid on the certificate of General Manager.

All payments shall be made by voucher check, which voucher check shall be attested by the Cashier and Book-keeper and signed by the Treasurer.

If the Treasurer is absent or unable to act, the voucher check may be signed by the President or Vice-President, and in case of the absence of the President, Vice-President and Treasurer, or their inability to act, the voucher check may be signed by any member of the Executive Committee with like effect as if signed by the Treasurer.

Dividends shall be paid by checks signed by the Treasurer, from the fund especially set apart for the payment of the same by the Board of Directors or the Executive Committee. In the absence of the Treasurer or his inability to act, checks in payment of dividends may be signed by the President or Vice-President.

No note, contract or other obligation of this Company shall be made, or payment of any sum exceeding \$500 shall be made by an officer of this Company, unless by vote of the Board of Directors or Executive Committee.

TRANSFER-BOOK.

Section 8. The Company shall cause a Transfer-Book to be kept, which shall be in charge of the Treasurer, and in this book all transfers of stock shall be made by the party transferring the same, or by his attorney under a power of attorney, duly executed and witnessed.

The Transfer-Book shall be closed for ten days prior to the Annual Election, and for ten days prior to the payment of any dividend. On the day of election the Treasurer shall furnish, for the use of the Inspectors, an alphabetical list of all the Stockholders as they appeared at the time of closing the books.

The dividend list shall be made upon the stock as the same appears by the books to be held at the time of closing such books for a dividend.

No stock certificate shall be issued in place of one stated to be lost, except on receiving a satisfactory bond of indemnity against such lost certificate, and then only by the direction of the Board, after proper and legal evidence of the loss.

ALTERATIONS OF BY-LAWS.

Section 9. These By-Laws may be altered or amended by a vote of two-thirds of the Directors present at any meeting of the Board, provided not less than ten days' notice of the intention to make such alteration shall be given to each Director, and such notice shall contain a brief statement of the proposed alteration or amendment.

ARTICLES OF ASSOCIATION.

Articles of association, made and entered into this twelfth day of September, in the year one thousand eight hundred and sixty-three.

We, the persons whose names are hereunto subscribed, do hereby associate and form a company for the purpose of constructing, maintaining and operating a railroad for public use, in the conveyance of persons and property, under and pursuant to the provisions of an act, entitled "An act to authorize the formation of Railroad Corporations, and to regulate the same," passed April 2d, 1850, and the several acts amendatory thereof.

The name of said company shall be "The Albany Railway." The said company shall continue for the term of one thousand years from the date of these articles.

The said railroad is to be constructed, maintained and operated from a point in State street, in the city of Albany, near the building known as the "Exchange," thence through State street

to and across Eagle street into Washington avenue, and up Washington avenue, the Bowery and the highway to West Albany, in the town of Watervliet; also, from the aforesaid line in State street, along South Pearl street, and the highway, to the settlement or village known as "Kenwood," in the town of Bethlehem; also, from the aforesaid line in South Pearl street, up Hudson street, westerly, to Willett street; also, from the aforesaid line in Hudson street, northerly, through Lark street, to the Bowery, to intersect the aforesaid line in the Bowery; also, from the aforesaid line in State street, at the intersection therewith of North Pearl street, northerly along North Pearl street, to the termination thereof near the Tivoli Mill, in the town of Watervliet; also, from the aforesaid line in North Pearl street, at the intersection therewith of Steuben street, down Steuben to a point of termination opposite the Delavan House.

That the length of said railroad so proposed to be constructed, as near as the same can now be estimated, will be eight miles, and that the whole thereof will be in the county of Albany.

The amount of capital stock of said company shall be one hundred thousand dollars (\$100,000), being more than ten thousand dollars for every mile of road proposed to be constructed—to consist of one thousand shares of one hundred dollars each.

The names and places of residence of thirteen directors of said company, to manage the affairs for the first year, and until others are chosen in their places, are: Eli Perry, James Kidd, John K. Porter, George Dawson, John Tracey, Hugh J. Hastings, Gilbert C. Davidson, Henry Crandell, Michael Delehanty, Cornelius W. Armstrong, Theodore Amsdell, Thomas Kearney and Calvert Comstock, all of whom reside in the city of Albany, except Calvert Comstock, who resides in Rome, in the county of Oneida.

And we hereby subscribe for, and agree to take and pay for the number of shares of the stock of said company set opposite our respective names hereunto subscribed. In witness whereof we have hereunto affixed our names, the day and year first above written.

John K. Porter.	Albany, N. Y.	Five Shares.
J. McB. Davidson.	" "	"
Gilbert C. Davidson,	" "	"
C. W. Armstrong.	" "	"
Jos. H. Bullock	" "	"
M. V. B. Winne	" "	"
Michael Delehanty	" "	"
John Tracey.	" "	"
Henry Crandell.	" "	"
Thomas Kearney	" "	"
Wm. S. Paddock	" "	"
James Quinn	" "	"
John J. Gallup	" "	"
Amsdell Brothers	" "	Ten Shares.
Charles E. Bleecker,	" "	Five Shares.
J. R. McCollum	" "	"
H. J. Hastings	" "	"
James Kidd	" "	"
Ira Shafer	" "	"
C. Comstock.	Rome, N. Y.	"
George Dawson.	Albany, by J. D. P.,	"
A. Van Vechten	" "	"
John J. Olcott.	" "	"
L. D. Holstein	" "	"
Eli Perry	" "	"
Wm. J. Blackall.	" "	"
J. Howard King.	" "	"

AN ACT
RELATIVE TO THE ALBANY RAILWAY.

*The People of the State of New York, represented in Senate
and Assembly, do enact as follows :*

SECTION 1. All the rights, privileges and immunities heretofore granted by the Mayor, Aldermen and Commonalty of the city of Albany, in Common Council convened, to "THE ALBANY RAILWAY," a Company organized under the provisions of the act entitled "An act to authorize the formation of Railroad Corporations, and to regulate the same," passed April second, one thousand eight hundred and fifty, and the several acts amendatory thereof, are hereby, in all respects, ratified and confirmed. And the said "ALBANY RAILWAY" are hereby authorized and empowered to construct, operate and use the said railroad, in, through and along the several streets, avenues and roads to which the assent of the said Common Council was given by the terms of the resolutions adopted the 14th day of September, 1863, or to which such assent may be hereafter given, and shall be subject to all conditions and liabilities imposed by such resolutions.

§ 2. The provisions of the aforesaid act under which said Company is incorporated, which prescribe the weight of rail to be used by any organized Company under the same, shall not be construed or deemed to apply to the

